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AVIATION CIVIL DEFENSE

The uniform State Civil Defense Plan for Montana includes the designation of Control Airports for the administration of the control of aircraft flights in time of emergency.

The Aviation Civil Defense Plan for Montana has been drawn up by the Montana Aeronautics Commission and this plan is being coordinated with all Federal agencies including the appropriate Air Force Command having jurisdiction over this area.

The Air Force has advised the Aeronautics Directors of the various states that they will not ground aircraft in time of national emergency unless the flying of civil aircraft jeopardized the national security and in event civil agencies have established a plan approved by the Air Force which will give specific control and information on all civil aircraft flights.

It is to the interest of every pilot to actively support and aid in establishing the Aviation Civil Defense Plan for Montana and in urging the agencies administering key airports to immediately comply with all requirements for the designation of Control Airports.

Application forms and instructions for the establishment of a Control Airport are being mailed out from the office of the Montana Aeronautics Commission. The complete plan for the control, mobilization and use of civil aircraft in Montana in civil defense will be published in the very near future and distributed to all airports in the state.

DO YOU GAMBLE?

For those who like dangerous and daring feats Russian Roulette is a new game for fools and others willing to defy death or meet it more than half way. I think everybody knows how to play the game. You insert one cartridge in a revolver and leave the other chambers empty then spin the bullet chambers around snapping the trigger while the gun is pointed at the temple. The odds are 5 to 1 that you are not being shot. Now, you not any other sane person would dare snap a pistol at your temple even if you knew it had no bullets in the gun, and yet everyday some person somewhere is killing himself and his passenger flying into instrument weather. This practice is no less foolhardy than Russian Roulette and more deadly because of the other lives that you are killing while gambling with the weather. We have all just enjoyed a fine Christmas with our loved ones, and now is the time to make that NEW, but never lasting NEW YEAR'S RESOLUTION. LET'S STAY ON THE GROUND WHENEVER THE WEATHER IS QUESTIONABLE. Your trip, a business trip, is so important that it won't last for a few hours or until the next day. If there is any doubt about the weather enroute or at your destination, just telephone your nearest communication CAA station and they will give you any information that you need for your trip. So remember in Russian Roulette you have 5 chances to 1 that you will not be killed, but continuing flight into instrument weather you are gambling or risking about 1000 to 1 odds that you will survive. Think it over, a lot better qualified pilots have gambled and lost. (Thanks to Berley Kittrell for the original idea for this helpful thought for your consideration.)

South Carolina Aviation News Letter

ACCUMULATION OF SNOW IN CONTROL SURFACES AND FUSELAGE

Our attention has been called to what might be a serious situation in cases when aircraft are stored out of doors subject to wind and drifting snow. On one field where several Cessnas were tied down outside, it was discovered that the engine compartment had filled up with fine snow blown in through openings in the corrugated leading edges and the extreme rear portion of the fuselage also was full of snow and ice. Fortunately this condition was discovered prior to any attempt to fly the aircraft, and it was estimated that there was approximately 40 pounds of ice and snow in these areas which, no doubt, would have presented a serious hazard to flight.

HAY?

HERE WE GO AGAIN, ABLE BAKER NOW ALFA ALFA

New phonetic alphabet has been officially adopted by the International Civil Aviation Organization for use by pilots in voice communications, replacing the previous A for Able, B for Baker, C for Charlie, etc.

The new code became effective Nov. 1, 1951, although the present alphabet may be used until October 1, 1952 if requested by the pilot.

Here's the complete new code:

A-Alfa, B-Bravo, C-Charlie, D-Delta, E-Echo, F-Foxtrot, G-Golf, H-Hotel, India, J-Juliett, K-Kilo (keelo), L-Lima, M-Memo (as in English), N-Nectar, O-Oscar, P-Papa (equal emphasis on syllables), Q-Quebec (Kiboeck), R-Romeo, S-Sierra (See-ah), T-Tango, U-Union, (as in English, or Onion), V-Victor, W-Whiskey, X-Extra, Y-Yankee, Z-Zulu.

FOR SALE

Clark Tractor Airport Tractor with Bulldozer and snow plow.

One Alfa Receiver (new) \$15.00

Call or write Woodrow Lemmer, Denton, Montana

KNOW YOUR AERONAUTICS COMMISSION

In order to acquaint pilots in Montana with members of the Aeronautics Commission this NEWSLETTER will carry a biography on each of the current members of the Montana Aeronautics Commission.

DR. HARVEY L. CASEBEER, CHAIRMAN

Dr. Harvey L. Casebeer represents the Montana pilots in the Commission. He was born in York, Nebraska. He is a practicing physician in Butte and is the founder of the Casebeer Eye, Ear, Nose and Throat Hospital and Clinic located in Butte. Dr. Casebeer has been flying since 1928 and is very active in pilot organizations and has lived in Montana for 18 years. He has served as president of the Montana Pilots Association, was a Squadron Commander of the Civil Air Patrol and now represents the Civil Air Patrol as State Medical Officer. Dr. Casebeer is a member of the CAA Aviation Development Advisory Board, he is a member of the President's Special Task Force Aviation Security Committee and is currently chairman of the Montana Aeronautics Commission.

Harvey is an honorary member of the Texas Private Pilots Association, is a medical examiner for the CAA for all pilot ratings and is Chairman of the Airline Medical Association Committee on Education. He served on active duty with the Armed Forces as a First Lieutenant in the Medical Corps Reserve. He has served as President of the Butte Chamber of Commerce and has been a member of the Board of Directors for the past 12 years. He is a member of the Board of Directors of the Butte Chapter, Order of DeMolay and is a Member of the Board of Directors of the Butte Sopranoist Club.

Dr. Casebeer's family is as enthusiastic about flying as he is and his wife, Manetta, and children, Harvey, Jr., Charles, Mary Ann, and James, often accompany him on cross country trips. When you see a red Buick hot air balloon with a white stripe painted in the side that's Harvey.

ANNUAL CROP SPRAYING SCHOOL

The annual crop spraying school for agricultural pilots will be held in Butte at the State College on March 5th, 6th, and 6th. The first day of the school will be devoted to the study of grasshoppers. The curriculum will include identification of three major species of range grasshoppers, identification of range insects and plants, and control of grasshopper damage. The afternoon session will cover all habits, economy and control of grasshoppers.

The second day of the school will be devoted to weed control and will include in the curriculum the study of various weeds and recognition of 2,4-D damage to wheat, also recognition of insect damage often attributed to the use of 2,4-D. The subject of spring and winter wheat will be covered together with relation of use of 2,4-D to fertility and temperature, weed control in cereal grains and weed identification. The control of woody and poisonous plants will be included.

The third day of the school will include the study of new herbicides and control of alfalfa weevil, the aerial application of fertilizer and an analysis of spray aircraft accidents.

Pilots are urged to make their hotel reservations early. The Department of Entomology and the Extension Service are preparing material to make this the best spray school to date.

NEW RUSSIAN AIRCRAFT

A new Russian twin jet fighter with swept back wing and tail surfaces is reported to the Daily Evening Herald as a superior emblem to the German Messerschmitt Me-262 HG III plane. It uses two German designed M-012 axial flow turbojets, each developing about 6,000 pounds static thrust mounted in the wing roots.

The MIG 19, previously reported, is said to be merely an experimental fighter fitted with a Soviet built copy of the Rolls-Royce Nene. There are no indications that production of this model is planned. — Air Aviation Daily.

FOREIGN AVIATION NOTES

Field and Agriculture organizations in the United States have agreed to maintain a fleet of 25 planes with pilots for carrying out aerial operations against locust breeding in Pakistan and adjoining countries. A Standing Technical Committee will be set up to coordinate the project. — Air Aviation Daily.

Highest airport in the world at La Paz, Bolivia, at a height of 12,400 feet is nearing completion. New airport will also have a 16,000 foot runway, one of the longest in the world. — Air Aviation Daily.

AERIAL PHOTOGRAPHS AID FOREST FIRE FIGHTING

Pictures of forest fire, taken from circling aircraft with Polaroid cameras which permit almost immediate developing and printing are being dropped to ground fire fighting crews, making the ground crew's job less hazardous and more effective. The aircraft pilots make direct pencil marks on the photos indicating topography, fire location, wind direction and suggested routes of attack to the blaze. — Air Aviation Daily.

A mid can learn all the answer by running around with questionable fellow.

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE: To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states.

FLYING SCHOOL OF MINES LIBRARY
BUTTE

GROUND SPEED TABLE			RANGE AND FREQUENCY			
Seconds Per Mile	15 Statute	Mile	Airport	Facility	Frequency	Code Identification
15	240	209	Billings	L	400KC	
				O	114.5MC	
				T	278KC & 118.3MC	Voice
16	225	196	Bozeman	L	329KC	
				O	112.2MC	
18	200	174	Butte	L	233KC	
				O	114.8MC	
19	190	165	Cut Bank	L	263KC	
				O	112.9MC	
21	171	149	Dillon	L	379KC	
				O	112.9MC	
22	164	143	Drummond	L	296KC	
				O	117.1MC	
26	157	137	Great Falls	L	317KC	
				O	115.1MC	
				T	278 & 118.7MC	Voice
28	129	112	Great Falls	AFB GCA	341KC	Voice
29	124	108	Helena	L	371KC	
				O	117.9MC	
				T	278KC & 119.1MC	Voice
32	113	98	Kalispell	H	201KC	
33	109	95	Lewistown	L	353KC	
				O	112.7MC	
34	106	92	Livingson	L	224KC	
				O	116.1MC	
36	100	87	Miles City	L	320KC	
				O	112.1MC	
39	92	80	Missoula	L	208KC	
				O	114.3MC	
41	88	76	Mullan Pass	L	205KC	
				O	112.3MC	
43	83	73	Superior	L	254KC	
47	76	67	Whitehall	L	254KC	
				O	113.7MC	
51	71	62				
55	66	53				

(L) Low Frequency (O) Omni Range (H) Tower

DOMESTIC ENPLANED TRAFFIC - CALENDAR YEAR 1950

Community	Population	Aircraft Departures	Enplaned Passengers	Tons Air Mail	Tons Cargo	Passenger Index
Billings, Montana	31,725	5,077	28,219	162.3	163.7	890.8
Bozeman, Montana	11,325	716	1,024	2.6	2.7	90.6
Butte, Montana	32,904	2,345	9,111	29.2	22.1	276.9
Cut Bank, Montana	3,721	1,006	1,220	2.2	9.8	179.4
Great Falls, Montana	39,006	3,221	20,902	55.4	88.4	515.9
Helena, Montana	17,581	2,380	4,089	14.7	7.4	233.7
Kalispell, Montana	9,737	526	1,285	2.4	1.2	132.5
Lewistown, Montana	6,571	680	612	2.0	1.1	94.9
Miles City, Montana	9,243	721	1,052	3.9	4.7	114.3
Missoula, Montana	22,485	1,831	5,537	16.9	12.3	248.3

Montgomery, Alabama	105,098	4,647	14,174	51.0	41.0	103.1
Fresno, California	20,618	4,416	24,978	61.0	170.2	96.7
Colorado Springs, Colo.	45,268	6,747	14,088	18.3	40.5	311.1
Bridgeport, Connecticut	159,352	796	1,328	48.5	920.2	5.1
Wilmington, Delaware	102,907	4,639	7,435	35.5	184.4	27.8
Savannah, Georgia	119,689	5,073	16,601	42.0	122.0	110.0
Peoria, Illinois	111,573	2,205	10,973	34.6	500.5	43.7
Springfield, Illinois	80,832	3,612	5,788	28.0	170.1	44.3
South Bend, Indiana	115,698	5,989	15,314	58.3	174.0	74.4
Baton Rouge, Louisiana	123,957	4,620	14,491	39.0	36.0	92.6
Baltimore, Maryland	940,205	18,497	72,788	204.0	1450.3	55.1
Worcester, Massachusetts	201,885	3,344	21,209	60.0	466.9	77.4
Flint, Michigan	162,800	2,911	7,689	38.0	444.5	28.5
Duluth, Minnesota	104,066	1,182	8,559	13.9	16.6	34.0
Portland, Oregon	371,001	15,451	198,474	619.6	1404.6	783.0
Erie, Pennsylvania	130,125	2,914	12,925	19.6	386.6	59.2
Salt Lake City, Utah	181,718	7,986	87,849	562.3	761.8	320.4
Seattle-Tacoma, Wash.	605,415	13,842	268,626	1586.9	3698.6	286.0
Spokane, Washington	170,484	7,555	82,243	340.3	667.6	374.1

* Passengers boarding aircraft only

** Number of passengers enplaned per each 1,000 of community population.

Above figures compiled by C.A.A. Airport Division.

HELP WANTED—UNITED AIRLINES

Co-Pilot Qualifications

Age 21-30, height 5'6" to 6'3", 20-20 vision without correction, high school graduate and U. S. citizen, must hold valid commercial pilot's certificate and must have a minimum of 300 flight hours. Applicants with at instrument ratings will be sent to school to obtain their ratings at United Air Lines expense.

Stewardess Qualifications

Age 21-27, height 5'2" to 5'7", 20-30 vision without correction, two years of college or equivalent, U. S. citizen. Must pass a rigid physical examination. Starting salary \$185.00 per month basic pay. Maximum 8 1/2 hour flight time per month. Flight pay \$1.25 to \$2.25.

Mechanics

There are job opportunities for Shop Mechanics at United Air Lines Maintenance Base in San Francisco. Opening in plane overhaul, sheet metal, power plant, radio electric, accessories, cabin overhaul, machine shop. No license is required. Positions are also open for Line Mechanics at New York, Chicago, Los Angeles, San Francisco and Seattle. A&E or R&E licenses required.

Address applications to:

Mr. F. K. McCarty, Key Personnel Manager
United Air Lines
411 Douglas Building
Seattle, Washington

REMEMBER

The Annual Montana Pilots Association Convention at Helena April 5th and 6th.

TURBINE POWERED LIGHTPLANES FORECAST FOR NEAR FUTURE

The application of turbine power to personal aircraft in the near future was predicted by Carl Bachle, vice president of Continental Aviation Engineering Corp., which is developing a series of low powered turbine engines obtained from the French Societe Turbomeca under license. Speaking before the Aero Club of Michigan, Bachle said he does not expect his turbines to supplant piston engines entirely in personal aircraft, but that turbines will make it possible for industry to build more comfortable, safer and faster lightplanes at a cost within the reach of today's biplane owners.

Continental believes that the utility type personal plane, such as the four place executive plane, offers the most logical market for small turbines. For such planes, in the 200-400 mile per hour speed class, Bachle suggested that the ducted fan type of turbine will make possible a 50% increase in speed and increase comfort by eliminating engine noise and vibration. Such planes, with cabins pressurized by air bled from the turbine, will be able to fly above the weather at altitudes in the neighborhood of 20,000 feet. Safety will be improved by mounting the engine in the rear of the plane away from both passengers and fuel tanks.

Bachle feels that the turboprop offers possibilities for light aircraft, while an bleed turbines, from which useful power is derived in the form of compressed air, may also have applications for helicopters by channeling thrust to the rotor tips. Pure jet reaction type turbines, he said, do not have sufficient propulsive efficiency at low speeds for successful application to personal aircraft. American Aviation Daily.

WANTED TO BUY: 30 H. P. Cub or similar airplane with a wanted, gray unit. Write: Chateau Flying Service, P. O. Box 417, Choteau, Montana.

FOR SALE

L4 Piper Cub, Continental 65, Federal Ski and full swivel tail wheel. Total Time 645 hours. E. E. Boyd Glendive, Montana.

AF ISSUES FIRST OFFICIAL XB-52 PHOTOGRAPH

The Air Force has released official photographs of the much-discussed Boeing XB-52 eight jet bomber. The USAF explained that it released the pictures because moving the plane to a more exposed area of Boeing's Seattle plant for engine runups had made it impossible to maintain external security on the plane any longer. The plane had been under camouflage since it was rolled out November 29.

The photographs show a plane similar in configuration to the six jet B-47, although obviously much larger and with a deeper fuselage. The engines are mounted in four pairs in under-wing nacelles. Main landing gear consists of four main struts, two fore and two aft, each having dual wheels. The eight main wheels retract into the fuselage. There are small single-wheeled outriggers located on each wing tip. —Am. Aviation Daily.

PRICED FOR TRAVEL

Air travel is on the verge of becoming for the first time a real mass-transportation industry, according to BUSINESS WEEK magazine.

Most of the big airline companies have announced plans to increase air coach services and to lower their air coach fares and to lower their air coach fares drastically, which will result in pulling the scheduled airlines out from competition with the non-scheduled airlines for the first time.

The airlines, which many thought started out as a means of transportation for the rich, had always been a somewhat more expensive than competing forms of transportation from the standpoint of monetary outlay. In exchange for this additional cost the airlines offered speed, luxury, comfort and extremely courteous service.

Along about 1946, a lot of ex-service pilots decided that luxury wasn't necessary in commercial aviation, and that instead they should sell air travel if the price was right. They bought up war surplus planes and went into the air travel business, cutting many corners, such as meals. But cutting these corners, they were able to offer travel at prices considerably lower than those of the scheduled airlines, and they still made money. One reason they could make money was that they flew only the routes where there was plenty of demand for service and where they did not have to serve money-losing points also.

This non-scheduled competition resulted in a number of domestic scheduled airlines reducing their fares by offering air coach service at a reduced rate. The Civil Aeronautics Board was not in accord with the reduced rates at first. It seemed perfectly logical to them that a lot of people who were flying on the first-class flight might switch to the new air coach flights. It worked out just the opposite in actual practice, however, since many people flew for the first time on the coach flight and upgraded themselves to first class later on.

A number of our trans-continental airlines have asked the Civil Aeronautics Board authorization for fare reduction on their coach service, which if approved will make air travel between New York and Los Angeles much cheaper than other first-class travel. For example, may we offer the following comparison of fare between New York and Los Angeles:

Air (first-class)	\$157.85
Rail (lower berth)	138.18
Air coach	88.00 or 99.17
Rail (coach)	76.81
Bus	56.70

Yes, it may be only a relative few months before the so-called wild predictions of several years back that at last first-class travel by air will become a reality.

Badger Air News



Mrs. Loretta B. Peck
School of Mines
Butte, Montana

News Letter

P. O. Box 1698
Helena Montana

